

# Montana and the Sky



Vol. 36, No. 2

MONTANA AERONAUTICS DIVISION

February 1985

## CONFERENCE PROVIDES SOMETHING FOR EVERYONE

The Conference Committee of the Great Falls Hangar of the Montana Pilots Association has reported that registrations are coming in for the Statewide Aviation Conference scheduled for March 7 — 9, 1985, at the Sheraton Inn in Great Falls.

The Montana Aeronautics Division, in coordination with the state aviation organizations, has included in the program a wide variety of topics so that anyone involved in aviation should find something of interest.

Sessions ranging from legislation to weather and mountain flying to fuel storage on airports and everything in between have been included on the program. Aviation movies will be screened throughout each day. Booth exhibitors will be coming from as far away as the east coast and number 39 at this writing. Luncheons and dinners will feature special guest speakers, and the Great Falls Hangar is hosting a dance on Saturday evening after the banquet.

The Aviation Mechanics Seminar, sponsored by the Montana Aeronautics Division, will be held in conjunction with the Conference and those sessions will be open to Conference participants. The Montana Aeronautics Board has scheduled their March meeting to be held at the Sheraton Inn on Wednesday afternoon, March 6, immediately prior to the Conference. Publicity has been sent to Montana schools

through the state Office of Public Instruction as an encouragement for Montana high school students who may be interested in careers in aviation to attend the Conference and meet aviation professionals. Time has been set aside for meetings of the Montana aviation organizations,

and many of them plan informational/membership displays.

A tentative schedule, list of booth exhibitors to date, and registration form can be found on pages 6 and 7 of this issue. Send in the registration today. We'll see you in Great Falls in March!

## FAA to Sponsor Aviation Essay Contest

The Federal Aviation Administration, in cooperation with the Air Traffic Control Association and the National Aeronautics Association, is sponsoring its second annual National Aviation Education Essay Contest this year. It is open to students in grades 4 through 12.

Contest information has been sent to public and private schools throughout the United States. Deadline for submitting entries in March 15, 1985.

The subject of this year's contest is: "The Importance of Airports to Your Community." Students will explore how different types of airports are integrated into our nation's transportation system.

The contest is designed to encourage students to better understand airports and air transportation, their effect on people's lives, and the career opportunities in aviation.

Contest entries will be judged on

three levels: Grades 4 — 6, 7 — 9, and 10 — 12.

Montana entries should be submitted to the Montana Aeronautics Division, Box 5178, Helena, Montana 59604 no later than March 15. The Montana 99s will judge the state entries.

State winners will be selected and will compete with those from other states for regional honors. National winners, selected from regional awards, will receive prizes ranging from \$500 for grades 4 — 6 and 7 — 9 to \$1,500 for grades 10 — 12. In addition to the awards to students, teachers of students who write winning essays will receive cash awards.

Prizes are being furnished by the Air Traffic Control Association and the National Aeronautics Association.

Paula Percy, Miles City, was the 1984 winner for the Northwest Mountain Region in the grades 10 — 12 category.



# Administrator's Column

**Legislation.** I'll attempt to give you an update on the legislative bills I mentioned in last month's issue of *Montana and the Sky*. Some of these bills have not yet been introduced and, therefore, do not have bill numbers.

1. HB346 - Rebate on auto fuel used in aircraft. This bill was amended in committee 2nd has passed the House. The amendment will treat the rebate in the same manner as the fuel used in boats and snowmobiles. An estimated number of gallons times 15¢ per gallon will be placed in the Aeronautics account to be used to develop, improve, and maintain facilities open to the public at no admission cost and to promote aviation safety. This money is presently going to the Highway Department. Agricultural and commercial authorized rebate not affected.

2. HB419 - Repeal the flight instructor and ground school act. This bill has passed the house.

3. HB420 - Increase airport licensing fee and clarify and make consistent two conflicting statutes relating to aircraft and pilot registration. Heard in committee—no action yet taken.

4. HB822 - Increase aviation fuel tax by 2¢ per gallon. This is an MPA bill being endorsed by other aviation organizations. This will place the entire 2¢ into a revolving trust account for the first two years to be used solely for airport loans and grants. All loan repayments plus interest must go back into this account. Beginning July 1, 1987, the Aeronautics Division may take up to 1¢ to fund existing operations, provided that a minimum of \$400,000 annually is first placed into the trust account.

5. LC1553 - Aircraft license fee in lieu of taxes. Age, horsepower, number of engines, and type of engines will determine the fee. Introduced 2/13/85. No hearing date has been set. MPA bill being supported by the aviation organizations.

6. HB423 - Clarify law regarding legality of aircraft landing on public waters and roadways in Montana. Passed out of committee with amendments to the water section.

7. HB224 - Authorize the sale of \$1.7 million Long Range Building Program bonds to provide loan money to airports for their 10% share of construction costs being 90% funded out of the Aviation Users' Trust Fund administered by the FAA.

8. HB421 - Provide workers' compensation insurance for air search and rescue volunteers while working under the jurisdiction of the Aeronautics Division.

9. HB719 - Provide a tax rebate for migratory aircraft for months remaining in the year following the month after leaving Montana; and the Aeronautics Division to receive 2% of the taxes collected on aircraft to be used for enforcement of the aircraft registration law.

10. HB354 - Repeal airport licensing law. Scheduled for hearing on 2/15/85 in the Business and Labor Committee.

11. SB231 - Fish, Wildlife and Parks Department to have jurisdiction over seaplanes. Status not known at this time.

12. LC1282 - Sunset the Aeronautics Division. Content and status not known.

13. LC1649 - License private commercial use airports. Content and status not known.

14. SB405 - Authorize a statewide one mill levy on all property. The monies would go to the Aeronautics Division to be distributed back to the air carrier airports and to provide funding for general aviation airport projects.

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## ADMINISTRATOR'S COLUMN — Continued

**Aeronautics Board.** Governor Schwinden has announced his appointments to the Aeronautics Board. Ted Mathis, manager of Gallatin Field and MAMA representative on the Board, and Jim McLean, Bozeman attorney representing the Montana Chamber of Commerce, have been reappointed. The Governor has also appointed Jim McLean to be the new Board chairman. Robert Worthington, mayor of Great Falls, was appointed to represent the League of Cities and Towns; Brad DeZort, Teton County commissioner, will represent the County Commissioners Association; and Fred Lark, Lewistown, received the appointment to represent the Montana Pilots Association. We congratulate these new Board members and look forward to working with them. More information will appear in the next issue of *Montana and the Sky*.

\* \* \* \* \*

**Federal DOT/FAA Budget.** The new proposed federal budget has certainly brought about much concern—at least to the aviation industry. The FAA budget has been cut about \$200 million while at the same time they are asking for an increase of \$50 million for their operations and maintenance (primarily salaries). Of the total FAA budget of \$5.13 billion, \$4.4 billion or 85.7% is to come out of the Aviation Users' Trust Fund. The FAA is also attempting to eliminate the penalty provision of the 1982 Airport Improvement Act, which automatically reduces the amount of User Trust Fund money they may have for salaries if funding for the primary purposes of airport improvements does not meet the authorized level. Of greatest concern, at least to Montana, is the DOT's proposed elimination of the Essential Air Service subsidy program which was guaranteed for ten years under the Airline Deregulation Act of 1978. The CAB was officially sunsetted on January 1, 1985, and their remaining functions were transferred to the DOT. As feared, the DOT will not keep the program intact or carry out the responsibilities entrusted to them. Many Montana communities will be affected if the DOT budget remains intact. The Governor's EAS Task Force, comprised of official representatives from each EAS community, has been deeply concerned and involved in an effort to be prepared to address this issue prior to the 1978 deadline when the EAS subsidy program was to terminate. Nearly every state is affected by the EAS program, and this abrupt termination of funding is certain to bring about a great deal of congressional activity.

## FAA Begins Quality Assurance Program

An FAA Quality Assurance Program began on December 1, 1984, and will continue through May 31, 1985. The program is designed to detect and report certain aircraft IFR separation deviations in a timely and informative manner.

When a possible pilot deviation is observed by a controller, he/she is required to advise the pilot of the altitude or course deviation - workload permitting.

If the controller does not observe the deviation when it occurs and the deviation is subsequently determined from computer-derived data while the aircraft is still under the control of the Center in which it occurred, the pilot will still be advised. In that case, the information that will be provided is as follows: air-

craft identification, possible altitude or other deviation, at what time and at what altitude. The pilot will also be informed as to the name of the facility or quality assurance office to contact, and the telephone number to call during administrative hours for additional information. No discussion regarding the incident will be conducted by the controller on the frequency.

A list of telephone numbers for the Air Route Traffic Control Centers can be obtained from the Flight Standards District Office.

Any questions may be directed to Kemper Hall, supervisor, Operations Unit, or Kenneth McNees, principal operations inspector of the Helena Flight Standards District Office, telephone 449-5270.

## CALENDAR

**March 1-3** - Winter Survival Clinic, Helena and Lincoln.

**March 6** - Montana Aeronautics Board meeting, Sheraton Inn, Great Falls.

**March 7-9** - Aviation Mechanics Refresher Seminar, Great Falls.

**March 7-9** - Statewide Aviation Conference, Great Falls.

**March 22-24** - Flight Instructor Refresher Clinic, Helena.

**April 28-May 1** - NATA Convention and Trade Show, Las Vegas, Nev.

**July 19-21** - Schafer Meadows Fly-In.

**July 26-Aug. 2** - EAA International Fly-In Convention, Oshkosh, Wisc.

**July 27** - Hamilton to Jackpot Air Race.

**Sept. 13-15** - Mountain Search Pilot Clinic, Kalispell.

**Oct. 4-6** - Montana Flying Farmer Convention, Glacier Hotel, Cut Bank.

## Winter Survival Clinic Planned

A Winter Survival Clinic, sponsored by the Montana Aeronautics Division will be held March 1 - 3, 1985.

Classroom instruction will begin in Helena on Friday evening, March 1, and continue through Saturday morning. The Clinic will then move to the Lincoln Airport for further training and the chance to try out the skills learned in the classroom.

The Clinic is designed to teach survival skills under adverse weather conditions and offers practical information in survival techniques for anyone traveling in winter.

Detailed information was mailed to Montana pilots early in February. Fifty applicants will be chosen to attend the field session at Lincoln. Classroom sessions are open to the general public.



# MATA Meets in Great Falls



Having served as Executive Secretary of MATA for many years, Karen Lathrop is presented with a token of appreciation by Phil Cadwell, outgoing president.



The banquet speech was delivered by Walter Moorehouse, and he was presented with an appreciation plaque by Steve Vold, new MATA president.

Steve Vold, Billings, was elected president of the Montana Aviation Trades Association at their annual convention held at the Rainbow Hotel in Great Falls January 24 - 26, 1985.

Other officers for 1985 include: Mike Biggerstaff, Stanford, vice president; John Stene, Polson, secretary; and directors Gary Martin, Glasgow; Jim Stroh, Havre; and Phil Cadwell, Bozeman. Phil Cadwell is immediate past president.

Highlights of the meeting included discussions of use of various agricultural chemicals and their application, fuel and fuel filters, update on legislation, the use of the Loran C, and safety.



Buster Redfield, Opheim, won the "leg contest" and here receives his prize from Wayne Turner.



A radio was won by Bill Rogers, Lewistown. Martin Elshire and Walter Moorehouse admire his prize.



The FBO of the Year Award went to Hensley Flying Service of Havre. The plaque is accepted by Sharel Hensley Stroh.



Marilyn Strand, Kalispell, receives a door prize from Mike Biggerstaff.



## AOPA TRANSFERS ULTRALIGHT PROGRAMS

Effective January 1, 1985, the AOPA Air Safety Foundation officially transferred its ultralight programs to the newly-formed United States Ultralight Foundation, Inc. Included in the transfer were AOPA ASF's pilot competency and vehicle registration programs as well as its ultralight examiner program and rights to AOPA ASF's data base on ultralight pilots, vehicles, and accidents. Additionally, all AOPA ASF records regarding its two-place program also were transferred to U.S. Ultralight.

AOPA President John L. Baker stated, "This is another major step forward for the entire ultralight movement. With the anticipated cooperation from the Federal Aviation Administration, this should ensure that those programs developed by the AOPA Air Safety Foundation for the ultralight community and approved by the FAA, can move forward with continuity and an equivalent degree of dedication."

The new U.S. Ultralight Foundation was formed by longtime ultralight enthusiast and expert, John Ballantyne, formerly the director of the AOPA ASF's ultralight programs, who will serve as the organization's president. According to Ballantyne, "U.S. Ultralight plans to carry forward all of the excellent ultralight programs originally designed and implemented by the AOPA Air Safety Foundation."

U.S. Ultralight will honor all AOPA ASF pilot and vehicle registrants with no action required by the pilot. Those who are registered with AOPA ASF will automatically be registered with U.S. Ultralight.

In announcing the official transfer, the AOPA Air Safety Foundation also petitioned the FAA to officially recognize the transfer of and responsibility for its ultralight programs to U.S. Ultralight. In the petition, AOPA ASF also requested that the FAA substitute U.S. Ultralight as the party authorized to conduct the

two-place program pursuant to FAR Part 103 exemption 3783.

Baker stated that the decision to transfer was based upon two key factors: the belief that in the not-too-distant future the FAA will step up its regulation of ultralights, and, because of the relatively low participation in the programs, it was not cost-effective for AOPA ASF to continue to administer the programs. The AOPA ASF had made a significant commitment to the representatives of the ultralight community, however, and did not want to abandon such a worthwhile effort.

Baker also reaffirmed AOPA's commitment to representing the flying interests of ultralight pilots and called on the FAA to seriously consider the flying knowledge and skills of ultralight pilots participating in the FAA-approved programs should the agency decide to more heavily regulate the ultralight activity. "If these pilots already have demonstrated an acceptable level of competence under existing programs approved by the FAA, they certainly should not be required to requalify simply because the rules of the game have changed," Baker said.

## FIRC to be Held In Helena

The Montana Aeronautics Division will sponsor its 1985 Flight Instructor Revalidation Clinic March 22 — 24 at the Coach House East in Helena.

The division has contracted with Gaits Teaching Seminars to provide the instruction. Applications have been mailed to all Montana registered flight instructors. Any instructor not receiving an application should contact the Division office at 444-2506.

## INDUCTION FIRE!!!

By: Fred Hasskamp, Chief  
Safety and Education Bureau

How can induction fires during winter starting be prevented?

Most induction system fires are small; however, occasionally an aircraft is destroyed as a result of poor engine start-up technique. On carbureted engines, "pumping the throttle" feeds raw gasoline into the carburetor throat; and the excess fuel runs down into the carb heat box. In some cases, it soaks the air intake filter, creating a serious fire hazard.

Fire hazards are reduced through the usage of a primer system. However, many pilots have the misconception that the primer injects fuel directly into the cylinder. This is wrong! The primer merely injects fuel into the intake manifold near the intake valve on one or more cylinders.

Although most of this fuel is drawn into the cylinders while the engine is being cranked over, the excess fuel from over priming also escapes down through the carburetor throat and into the carb heat box and can cause a serious fire hazard.

What do you do if you think you may have an intake fire? (Sometimes it is hard to tell because you cannot see the blaze from inside the aircraft.) **KEEP CRANKING THE ENGINE OVER!** This sucks the flame into the engine along with the fuel vapor and air.

It is recommended you consult your operator's manual for additional emergency procedures specific to your aircraft.

Avgas does not vaporize well when temperatures are below freezing. Preheating an aircraft engine will eliminate this and other associated cold weather engine starting problems.





# TENTATIVE SCHEDULE STATEWIDE AVIATION CONFERENCE

## Thursday, March 7

8:30-11:00	Registration
11:30- 1:00	Kick-off luncheon Mayor of Great Falls President of Great Falls Chamber
1:00	IA and A&P Mechanics Seminar begins (non-mechanics welcome) (See separate schedule for mechanics session)
1:00- 1:45	Organization introductions
2:00- 2:45	Concurrent sessions: Workers' Compensation Insurance Loran C Biennial Flight Review Preparation Border Crossing & Canadian Flight Rules FAA Safety Seminar
3:00- 3:45	Concurrent sessions: Mountain Flying Fuel Tanks & Toxic Waste Storage On Airports Search and Rescue Ultralights Military Operations Area (MOA)
4:00- 4:45	Concurrent sessions: Aviation Medicine Weather-Kavouras Airports Aviation Insurance Test Pilot

## Friday, March 8

7:00- 9:00	Breakfast/meetings MAMA Business Meeting Flying Farmers Business Meeting
8:00	IA/Mechanics Seminar Reconvenes
9:00-11:00	Legislative Panel State Legislators
11:30- 1:00	Luncheon - Speaker Bill Shea, Assoc. Admin. for Airports, FAA
1:00	IA/Mechanics Seminar Reconvenes
1:00- 2:30	FAA Panel Charles Foster, director, NW Mountain Region FAA Directors
2:45- 3:30	Concurrent sessions: Workers' Compensation Insurance Fuel Tanks & Toxic Waste Storage on Airports Mountain Flying Search and Rescue Weather - Global Weather Dynamics Military Operations Area (MOA)

3:45- 4:30	Concurrent sessions: Ultralights Airports Loran C Biennial Flight Review Preparation Border Crossing & Canadian Flight Rules Aviation Careers
4:30	MPA Board Meeting
6:00- 7:00	No-Host Cocktails
7:00- 8:30	Dinner - Speaker Lawrence Burian, president, NATA

## Saturday, March 9,

7:00- 9:30	Breakfast/meetings MAMA General Meeting MPA General Meeting MATA Board Meeting
8:00	IA/Mechanics Seminar Reconvenes
9:30-11:00	Aviation and Aerospace Education Panel Mary Jo Knouff, aviation education specialist, FAA, Washington, D.C. Lou Domenico, Aviation Distribu- tors and Manufacturers Association Ali Miller, education director, Museum of Flight, Seattle Doug Parrott, Northwest Airlines pilot
11:00-11:45	Concurrent Sessions: Aviation Careers Loran C Biennial Flight Review Preparation Maintenance for Small Airports Aviation Medicine
12:00- 1:30	Luncheon - Speaker Don Clausen, FAA, Washington, D.C.
1:00	IA/Mechanics Seminar Reconvenes
1:30- 2:30	Business Meetings MAAA Business Meeting 99s Business Meeting
1:30- 2:15	Concurrent sessions: Aviation Careers Test Pilot FAA Safety Program
2:30- 4:30	Use of Auto Gas in Aircraft Panel Harry Zeisloft, EAA Aviation Foundation Oil company representatives FAA
6:00- 7:00	No-Host Cocktails
7:00- 9:00	Banquet - Speaker John Baker, presi- dent, AOPA
10:00	Dance hosted by Great Falls Hangar

# BOOTH EXHIBITORS

## Tentative

AAR Western Skyways  
Troutdale, Oregon  
Aerosoft International  
Victor, New York  
Aerotrionics II  
Great Falls, Montana  
Air Transport Benefit Association  
Hartford, Connecticut  
Amsoil  
Madison, Wisconsin  
Arnav Systems, Inc.  
Salem, Oregon  
Aviall  
Salt Lake City, Utah  
Aviation Systems, Inc.  
Overland Park, Kansas  
Beartooth Ultralights  
Billings, Montana  
Beechcraft  
Salt Lake City, Utah  
Big Sky Airlines  
Billings, Montana  
Cascade Airways  
Spokane, Washington  
Casper Air Service  
Casper, Wyoming

Civil Air Patrol  
Corvallis Insurance Agency  
Corvallis, Montana  
Embry-Riddle University  
Prescott, Arizona  
Erect-A-Tube, Inc.  
Harvard, Illinois  
Flash Technology  
Nashua, New Hampshire  
Global Weather Dynamics  
Monterey, California  
Hali-Brite, Inc.  
Crosby, Minnesota  
Hughes Helicopters  
Culver City, California  
Kavouras, Inc.  
Minneapolis, Minnesota  
Montana Aeronautics Division  
Helena, Montana  
National Airport Equipment Co.  
Minneapolis, Minnesota  
Northrop University  
Los Angeles, California  
Omaha Airplane Supply  
Omaha, Nebraska

Poorman Aviation  
Bigfork, Montana  
Securitee Airplane Hangars  
Royal City, Washington  
Shell Oil Company  
Houston, Texas  
Superior Air Parts  
Addison, Texas  
Surface Systems, Inc.  
St. Louis, Missouri  
Survival Unlimited  
Ellensburg, Washington  
Teledyne Continental Motors  
Mobile, Alabama  
3M Company  
St. Paul, Minnesota  
II Morrow  
Salem, Oregon  
University of North Dakota  
Grand Forks, North Dakota  
Van Dusen Aircraft Supplies  
Minneapolis, Minnesota and  
Billings  
Woodhouse Products  
Power, Montana

## Montana Statewide Aviation Conference

### Registration Form

March 7-9, 1985

Sheraton Inn, Great Falls

Great Falls Hangar  
Montana Pilots Association  
Box 7317  
Great Falls, MT 59406

Enclosed please find \$\_\_\_\_\_ for registration for \_\_\_\_\_ persons for the Statewide Aviation Conference March 7-9, 1985. (\$10 per person, students with ID \$5, children under 16 free)

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Organization Affiliation (if any) \_\_\_\_\_

Travel to Great Falls: Auto \_\_\_\_\_ Private Aircraft \_\_\_\_\_ Date of Arrival \_\_\_\_\_

I (we) will be attending the kick-off luncheon on Thursday, March 7. Please make reservation for \_\_\_\_\_ people. (Luncheon price: \$10 including gratuity).

(Return this form along with the registration fee to the Great Falls Hangar at the above address. Mail before February 15 to be eligible for a special door prize. Make your own room reservations by calling the Sheraton at 727-7200.)



## Check Radio Frequencies

Some pilots are still using 122.9 MHz for air-to-air communications. The correct frequency for air-to-air communications is now 122.75 MHz. 122.9 MHz is reserved for airports that have no ground based communications such as tower, FSS, or unicom. 122.9 has been designated as a "Common Traffic Advisory Frequency" for position reports in the traffic pattern and should be used for that purpose at back country airstrips and at the smaller no-radio airports.

## Man Bites Dog!

(The following is reprinted from the Airport Report of the American Association of Airport Executives.)

"In a reversal of roles most airports are unaccustomed to, a Torrance, California, attorney has recently filed suit to raze the homes in a 5-mile radius of the airport because they are ruining his free access to the airport. Since his letter to 20,000 residents states the situation so eloquently, it is printed in full:

'I deeply regret the need for trying to take away your home. However, you must realize that I have invested as much money in my airplane as you have invested in your home and that my airplane is just as important to me as your

home is to you. My airplane is of no use to me without an airport to land.

'Therefore, since your elected officials are trying to take my airplane away from me so you can enjoy your home, I have no choice but to try to take your house away from you so I can enjoy my airplane. I assure you we have advised each City Council member that you were going to be sued, and they told us that they really didn't care.'

"Needless to say, the Torrance City Council has received a few telephone calls."

2,500 copies of this public document were published at an estimated cost of \$.26 per copy, for a total cost of \$660.10, which included \$521.10 for printing and \$139 for distribution.

### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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